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paratively limited compass an exhaustive and intere discussion of the whole field of Carriers should at once become popular with the members of the profession who wish to economize their time.

J. M. F.

*Railroad Rate Regulation*, Joseph Henry Beale, Jr., and Bruce Wyman, William J. Nagle, Boston. Buckram. 1179 pp.

Though the regulation of railroad rates does not occupy the center of the congressional stage at the present time, the subject is by no means a dead one. The last word has not been said. The legal profession will welcome the contribution by Professor Joseph H. Beale, Jr., and Professor Bruce Wyman of the Harvard Law School to the literature on the subject which already exists. The authors are firm believers in governmental regulation, the more conservative of the two alternative remedies, governmental regulation or governmental ownership, which have been suggested by those who have discussed the problem. Congress by the Federal Railroad Rate Act of 1906 emphasized the importance of the question and removed many of the obstructions from the path of proper regulation, thereby taking a long stride towards solving the problem.

The first part of this treatise is devoted to a somewhat general discussion of those general principles of the law which govern public service corporations. Particular attention is paid to those rules which concern common carriers and which are closely associated with the rate problem. The decisions which deal with the rate question as applied particularly to railroads are few in number and very recent, for it is only recently that this branch of the law has become important. It has been found advisable, therefore, to select as authority cases which settle the law regarding the rates of such public service corporation as water and gas companies. The doctrines involved in all these cases are the same, for they all concern public service corporations. Because of the paucity of the decisions which treat directly the matter of railroad rates the authors have made extensive quotations from them, since this appears to be the best way to acquaint the student with the present rules and the lines along which the existing doctrines will probably develop.

The second part of the work considers the Regulation of Railroad Rates According to Common Law Principles.

The third part of the work treats the Regulation of Railroad Rates by Legislation.

A fully annotated text of the Interstate Commerce Act with the citations of the decisions of the Commission and of the Courts is given in the appendix. Also the legislation of the States on the subject is given. The Rules of Practice before the Commission and the set of improved forms are valuable parts of the work. Undoubtedly this treatise is a pioneer in this field of law. Many books have dealt with the economic aspect of the problem, but none has been devoted exclusively to the legal phase of the question.

C. H. H.